

Shipping

AUCKLAND AS PORT OF CALL UNDER CONSIDERATION BY OCEANIC CO.

Auckland, New Zealand, is now under consideration as a port of call by the Oceanic Steamship Company, as predicted an official connected with the liner Sierra, that arrived from San Francisco with a large number of mainland passengers.

"We learned before leaving the coast, that the New Zealand government had come forward with a proposition whereby the Sonoma and Ventura, in calling at Auckland would net the Oceanic company a considerable larger revenue.

A query as to whether the promised increase in earning would be in the form of an additional subsidy, failed to bring forth a definite response.

It was learned today that the steamship company had given the matter of extending the service to New Zealand considerable attention, provided that the government or business interests were ready to offer sufficient inducement.

The statement was also made that the Auckland Harbor board had brought up the matter at a recent meeting, and while it was conceded that the question was somewhat distant from the scope of that organization a committee of business men was appointed to make representation to the government, through the Auckland members to consider whether some inducement could be offered to the Oceanic Company to include Auckland as a port of call, by vessels now plying between San Francisco, Honolulu, Pago Pago and Sydney.

The Oceanic liners in leaving Honolulu proceed to Sydney, N. S. W. in an almost direct course. A call is made at Pago Pago, and the voyage from Hawaii Islands to New South Wales port is completed in thirteen days. To divert the steamers to Auckland is contended would serve to lengthen the trip to the extent of at least three days, and it is this delay that is believed may deter the company from adding an additional port of call, in that it is claimed that the subsidy now drawn by the company is with the understanding that a nine-day service between San Francisco and Sydney will be maintained.

Both the Sonoma and Ventura are fast boats however, and it is contended that they are capable of making better speed than now required on the Australian run.

Kosmos Steamer Will Carry Wireless. Steamers in the Pacific service of the Kosmos Line, several of which vessels are expected will call at Honolulu in the course of a year, will be fitted with wireless telegraph.

In the new service between Europe and the Pacific Coast, which the Kosmos Company has just announced, the six new liners built for the concern will be used in conjunction with those now in the trade. The coming year will see several of the new steamers at Coast ports. The liner Hathor, which bears the name of a former vessel of the fleet was launched last month at Bremerhaven, while the Memphis, Menes and Ramzes, also bearing names of former familiar Kosmos carriers since sold, are nearing completion at Flensburg.

The new Kosmos liners are all of 12,000 tons net register and similar to the Karnak, which is already in the service and at present on the West Coast. The Karnak was launched at Bremerhaven last April. Her net tonnage is 4437 tons. The new steamers are 456 feet long, 68.8 beam. They will be equipped with two pole masts, six boom masts and fifteen winches. All six new Kosmos liners will be equipped with the Telfunken wireless system.

More Foreign Steamships Bought By Japanese. The British steamer Ulysses, which arrived here from Liverpool yesterday, has been sold to Japanese, through Messrs. Samuel Samuel & Co. She is of 3721 tons net, and was built at Greenock in 1892.

The following steamers have also been purchased by Japanese and will shortly arrive in Japanese waters: The iron two-deck steamer Majidi, 2,928 tons gross, built at Glasgow in 1882 and formerly owned by the Bombay and Persia Steam Navigation Co.; the steel spar-deck steamer Binh Thuan, 1726 tons gross, built at Genoa in 1892 and owned by the Cie de Commerce et de Navigation d'Extreme Orient, of Paris; the steel two-deck steamer Detawongse, 1649 tons gross, built at Glasgow in 1888; and the steel two-deck steamer Loo Sock, 1,994 tons gross, built at Glasgow in 1891, both owned by the Norddeutscher Lloyd, Bremen; the steel steamer Powhattan, 6262 tons, built at West Hartlepool in 1900 and owned by Furness, Withy & Co., West Hartlepool.

American Fish Canneries in Japan. Japan is being invaded by American fish-packing and canning concerns—the Swift and Liebig packing companies having representatives on the ground and in one instance a plant has been placed in operation. Hokkaido has been selected as the site

of an establishment which when completed will cost over a million dollars and will be owned entirely by American interests.

Discussing the construction of the plants, a Japanese newspaper says: "The Liebig and Swift companies are the two largest packers of the United States and their enormous capital and productive capacity is unequalled in the world. Recognizing the probable character of the canning trade in Hokkaido, the Liebig people sent out an agent in April to ascertain what stand the Japanese government would take toward a foreigner intending to start a fishing and canning industry in this country.

"It appears that they now have resolved upon starting a large cannery works at Hokkaido, with a capital of \$1,750,000 and work has commenced. It is expected that shipments to America will commence before long. "The export of canned crabs from Hokkaido has increased from \$100,000 to \$500,000 in five years. This year the catch has diminished but the price has increased. Japanese crabs, which have heretofore been demanded only in the United States, are beginning to find an extensive market in Europe. Salmon and trout have promising futures. The Japanese packers are men of small means and it is expected that the new firms will be the most formidable rivals the Japanese have ever had."

Salvage Steamer Makes Long Voyage. One of the longest salvage voyages ever made by a wrecking steamer was completed when the salvage steamer Salvor arrived at Balboa to assist in the raising of the sunken Pacific Mail steamer Newport. The Salvor steamed 4000 miles because of the lack of a suitable vessel to be found at a nearer point in the Pacific Coast. Captain W. H. Logan, special salvage agent for Lloyd's, who looks after the interests of the underwriters on the North Pacific, is in charge of the expedition. Divers will be sent down to make a complete examination of the Newport and a plan prepared in the drafting room of the Salvor for raising the vessel will be decided upon. The Salvors are confident that their work will be successful. If any holes are found, these will be patched and after the wreckage of the fallen warehouse has been lifted away the sunken hull will be made tight and the pumps connected to lift the water from the interior. When floated the Newport will probably be sent to dock under her own steam.

Improving Fiji Harbor. With the arrival of the Canadian-Australian liner Marima from the Colonies came information concerning the work to be done in the improvement of Suva harbor. According to the officers of that vessel, the Government has definitely decided the lines on which the reclamation for the new harbor works at Waiu Bay is to proceed. Work will proceed at once by means of excavations from Crown property at Waiu Bay, completing the reclamation as far as possible, pending the arrival of a sand-pumping dredge which has been ordered from England. On its arrival the dredging and excavation will both be proceeded with until the completion of the work. It will carry the reclamation some distance further out to sea, whereby the Government will gain a large area of reclaimed land, which will prove a valuable asset to the colony in the future.

The following is a translation of a letter received from the office of the chief of the Vladivostok trading port, regarding the loading marks on sea-going vessels:

"According to the requirements of the law of October 31, 1909, relating to commercial navigation, and 'Rules regarding the examination of sea-going commercial vessels' confirmed by the Minister of Trade and Industry November 23, 1911, it will be required from all sea-going commercial vessels (with the exception of purely traders), together with other stipulations of the said regulations, that the loading marks of the deepest draft of the vessel are to be placed on both sides of the vessel. The correctness of the loading marks so placed must be confirmed by a certificate issued by the proper authorities, which is to be kept on board."

The British steamer Orteric of the Weir line has been chartered by Waterhouse & Co. to remain in the trans-Pacific service. The steamers Lord Derby and Lord Curzon have also been fixed on time for this service. The Orteric was scheduled for withdrawal along with the Kumeric, Suveric and Luceric, as a result of the lively scramble for tonnage in Europe and not because shipping was dull in the trade from the Pacific Coast to the Orient. On the other hand, the heavy trade in prospect and that prevailing at the present time resulted in the Waterhouse Company holding the Orteric.

WEATHER TODAY

Temperature—6 a. m., 76; 8 a. m., 78; 10 a. m., 80; 12 noon, 79. Minimum last night, 74.
Wind—6 a. m., velocity 10, direction E.; 8 a. m., velocity 13, direction N. E.; 10 a. m., velocity 12, direction N. E.; 12 noon, velocity 6, direction N. E.
Movement past 24 hours, 155 miles. Barometer at 8 a. m., 30.07. Relative humidity, 82. Dew-point at 8 a. m., 65.3. Absolute humidity, 8 a. m., 4.09. Rainfall, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Monday, Oct. 14.
Hilo—Sailed, Oct. 12, 7 p. m., S. S. Enterprise, for San Francisco.
PORT BRAGO—Sailed, Oct. 13, Schr. Danless, for Hilo.
SAN FRANCISCO—Arrived, Oct. 14, 9 a. m., S. S. Siberia, hence Oct. 8, Sailed, Oct. 12, S. S. Maverick, for Honolulu.
Sailed, Oct. 13, 3:35 p. m., S. S. Kona, for Honolulu.
Sailed, Oct. 13, 8 a. m., S. S. Arizonan, for San Francisco.
PORT TOWNSEND—Arrived, Oct. 14, Schr. Blakeley, hence Sept. 26.
BURKEA—Sailed, Oct. 13, Schr. A. P. Costa, for Hilo.
GRAY'S HARBOR—Sailed, Oct. 13, Schr. S. G. Winder, for Honolulu.
SEATTLE—Arrived, Oct. 13, S. S. Misoulian, from San Francisco.
NAPPODOO—Arrived, Oct. 3, Schr. H. D. Bendish, from Port Gamble.
S. S. CHINA—Arrives from Yokohama early Tuesday morning and sails for San Francisco about 4 p. m.

American-Built Gunboats for China Waters. A gunboat built at the Monocacy will be built at Mare Island. Both gunboats will be used in Chinese waters. With two ships to be built instead of one, the cost of each will be lessened by distribution of the overhead charges, and the estimate of \$141,000 for the Monocacy was so much lower than the nearest private bid—\$211,000 by a Seattle firm—that an investigation was demanded and made. Authorization for the gunboat just ordered was made by Congress in 1898. Great Britain objected, under the treaty of 1812, to the use of the gunboat on the Great Lakes, as was planned, and after fourteen years the appropriation has now been let.

PASSENGERS ARRIVED
Per O. S. Sierra from San Francisco—O. S. Sierra, Geo. Albion, Miss Lottie Alf, M. F. Barney, Miss M. Barre, Isaac Berris, T. O. Boelyn, Mrs. Boelyn, Mrs. T. Brandt, Mrs. C. R. Buckland, Miss H. Buckland, Miss Buckland, E. A. Butler, Mrs. Butler and child, Hong Chack, Mrs. Mary Childs, Kai Tin Chum, Miss M. A. Condon, A. I. Cooper, M. Costa, J. B. Orr, Mrs. G. M. Damon, Miss E. Damon, Mrs. W. De Varis, D. A. Dowsett, Mrs. Dowsett, A. F. Dredge, Wm. Dykes, Geo. Edwards, Rev. E. Englehart, Mrs. Englehart, J. A. English, Miss M. Fauth, Mrs. E. D. Fisher, Louis Franks, E. L. Fricke, M. R. Galloway, Mrs. Galloway, Hermann Gerken, Adnan Gilliland, N. Gustat, Miss May Greene, Mrs. C. M. Harman, Hon. F. M. Hatch, Miss Hatch, Miss Heu Hayes, Jno. Hodge, Mrs. M. L. Heen, H. F. Hill, Sing H. Hoe, Lee G. Hon, Mrs. L. Hull and child, A. A. Isbell, Mrs. Isbell, Joe Jacobs, F. E. Johnson, Mrs. Johnson, Apau Kau, Miss Kelly, Mrs. Kelley, Dr. Chas. Keller, Miss Grace Kelly, Thos. Kelly, T. J. King, Chas. Lang, Edw. Lang, Mrs. Lang and child, E. Larsson, Katherine Lewis, R. L. Lillie, Mrs. Lillie, J. Liebman, Miss A. Long, Ching Lum, Capt. M. McCarron, C. D. McIntosh, Miss M. McLane, Dr. T. McNab, B. Maggio, Jos. Magnin, Max Marcum, L. Marks, H. B. Marriner, Mrs. Marriner, V. Michaels, Leon Morris, Mrs. Morris, L. A. C. Parish, A. R. Patrick, Mrs. H. S. Patrick, Miss E. Pearson, F. D. Pillett, Mrs. E. Pillatt and child, T. J. Quinn, Percy Ramsden, J. W. Ramsey, Mrs. Ramsey, W. St. J. Ranney, Mrs. Ranney, Miss Helen Ranney, F. R. P. Rego and daughter, R. Reid, J. L. P. Robinson, A. Roques, H. P. Roth, Mrs. M. Roth, Mrs. T. Rowland, Miss L. Sheridan, Miss Irene Sheridan, Mrs. E. J. Slevett, J. Sinclair, J. Steiner, Mrs. Steiner, R. T. Steele, H. Stibbard, Lloyd Stock, Warren Thomas, R. S. J. Van Wagner, Mrs. Van Wagner, Joe Walker, Miss O. Waters, Miss Elizabeth, Warner, Mrs. W. S. Winters, Miss Isabel Wing, Hoon Kai Yin, K. K. C. Yop.

Per U. S. A. T. Logan, for Honolulu from San Francisco, October 13—Maj. C. H. McSaus, Inspector general; Maj. Robt. H. Noble, Twelfth Infantry; Capt. H. F. Smith, Thirtieth Infantry; Capt. H. J. Broes, Cavalry, A. D. C.; Capt. W. B. Burt, Twentieth Infantry; Capt. A. M. Shipp, Twentieth Infantry; Capt. D. McCaskey, First Cavalry; First Lieut. M. Curran, A. C. C.; Maj. J. A. Penn, First Infantry; Maj. George Blakeley, A. C. C.; Capt. R. McCleave, Second Infantry, wife, son and daughter; Capt. J. H. Bryson, First P. A. and wife; First Lieut. S. D. Kremers, medical corps, wife and 2 sons; Second Lieut. W. H. W. Young, Fifth Cavalry, and wife; Second Lieut. R. L. Maxwell, First P. A.; Second Lieut. W. H. Robertson, First Infantry; Second Lieut. A. K. Polhemus, Third Infantry; Mrs. J. M. Beavler, Mrs. J. F. Junde and 2 sons, Miss Lyon, Mrs. B. H. Hatkins and daughter, Capt. R. M. Cotts, U. S. M. C. wife and daughter; Capt. D. C. McDougall, U. S. M. C.; Second Lieut. F. T. Evans, U. S. M. C.; Mrs. Thos. Dunn.

Per stmr. Kinau, from Kaula ports, October 13—W. C. McHenry, G. R. Humphreys, C. F. Drake, S. Susuke, M. Kuamoto, K. Crane, H. Dyson, A. G. Armstrong, A. O'Hara, Father Celestine, Francis Gay, H. Isenberg, Mrs. Kaul Wilcox, H. P. Faye, J. Morse, P. Hemoch, J. C. Tecano, T. Puga, Y. Akau, Master Quong Yet, H. F. Hadfield, C. Spillner, John Manuwal, John Lowell, Mrs. Bowers, J. Souza, Mrs. Souza, Mrs. J. H. Soper, Smith Hiroh and 58 deck.

Per stmr. Mikahala, from Maui and Molokai, October 13—A. Gantley, W. W. Harris, S. Thayers, C. L. Watson, E. D. Murdock, William Miller, D. K. Lauokalani, Mrs. Henry Keau and 30 deck.

PASSENGERS BOOKED
Per O. S. Sierra from San Francisco Oct. 19—Miss E. L. Anderson, L. W. Barney, Mrs. Barney, Miss Laura Cadmus, Mrs. Caroline Clark, Mrs. F. A. Courtwright, Miss Courtwright, Mrs. J. Cowes, Miss Margaret Cowes, Master Carol Cowes; Mrs. James Denman, Mrs. Terle Desch, N. Doyle, Mrs. Doyle, Master Edward Reiter, Mrs. L. Dunsen, T. F. Ellis, Mrs. Ellis, V. J. Gilbert, Miss Helen Hayes, L. W. Hough, Jr., Arthur Isbell, Mrs. Isbell, F. L. Jenks, Mrs. Jenks, Mrs. C. W. Kent, W. A. Kinney, Miss M. Leslie, P. L. McCormack, Miss Mary McLane, G. H. McLaughlin, Mrs. McLaughlin, Mrs. A. Richardson, St. J. Ranney, Mrs. Ranney, Miss L. Sheridan, Miss L. Sheridan, Mrs. E. J. Slevett, Duncan Smith, Mrs. M. H. Sterling, T. Taylor, Mrs. Taylor and two infants; Master Thomas Taylor, Miss Elma Taylor, Miss Mabel Taylor, Miss Lucy Taylor, George B. Torrey, C. C. von Hamm, Miss Laura Watkins, R. T. Will Miss Alda E. Will, Miss N. Winstead, H. G. Wooten, Mrs. Wooten.

Per stmr. Mauna Kea for Hawaii ports, Oct. 16—A. Gantley, Alfred Kraft, wife and three children; K. M. Smith, Mrs. J. M. Souza, Master H. Souza, Eva Souza, Mrs. J. K. Bodell, child and maid; Mr. and Mrs. George H. McLaughlin, Esther L. Anderson, Miss M. Johnson, Miss J. Johnson.

Per stmr. Mauna Kea for Hawaii ports, Oct. 19—Mrs. M. E. Purdy, Mrs. A. Guernsey.

REAL ESTATE TRANSACTIONS.
Entered of Record Oct. 12, 1912, from 10:30 a. m. to 4:30 p. m.
Oupelle Lewi and hsb to Alvin K. Kekumano. D
G L Samson and wf to Lee Shee. D
Hawaiian Trust Co Ltd to John T. Brown. Rel
Est of John C Cluney by tr to Ching Ki Hong. ParRel
Ching Ki Hong to Sakui Ikeda. D
T L Lalakea and wf to Hilo Railroad Co Ltd. M

Entered of Record Oct. 14, 1912, from 8:30 a. m. to 10:30 a. m.
Mary Akau et al to Mrs Kupulu Chang Tim. D
Iseomoto Sanyemon to Hilo Emporium Ltd. CM
Nakashima Sentaro to Hilo Emporium Ltd. CM
Shuhei Nakahara to G J Russell. BS
Shuhei Nakahara to Joseph Dowson. BS
Shuhei Nakahara to Rokusaburo Ota. BS
Shuhei Nakahara to Jumatsu Osa. BS
Henry St J Nahoelua and wf by Atty et al to Au Lini Tim. D

CONFERENCE ON KAU LICENSE

Governor Frear this morning took up the consideration of the Kau ditch and water license, and held conference with Attorney Frank Thompson, representing the company; U. S. Hydrographer Larsson, and Attorney General Lindsay. The problem of how much of the water source on the Hilo side of Hawaii may be tapped for this project without diminishing seriously the supply needed on the Hilo side in the dry months, is one of the most important to be solved in this matter, and may require considerable study before a decision is reached regarding the water license.

The Pacific Mail liner Korea is enroute from San Francisco to Honolulu and should arrive here on Friday morning.

The off-shore Marion Chilton got away for Oahu on Saturday afternoon after having been discharged of a quantity of fuel oil.

Fuel oil for the local branch of the Standard Oil Company is enroute to the islands in the American tanker Maverick. This vessel brings kerosene and gasoline in bulk.

The bark Andre, which is being discharged of supplies for the contractors at Pearl Harbor. The vessel is expected to be brought to Honolulu by two days of the week.

Eight hundred tons fertilizer and a small quantity of preserved pineapples was included in the cargo carried to San Pedro in the schooner Annie M. Campbell, that sailed from Honolulu on Saturday.

Maui business organizations are making an effort to induce the inter-island to include Lahaina as a port of call on the weekly special Hilo trip. It is claimed that overtures thus far have proved unsuccessful.

Major E. V. Smith is making an effort to induce the inter-island to include Lahaina as a port of call on the weekly special Hilo trip. It is claimed that overtures thus far have proved unsuccessful.

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